





## Los Angeles Herald.

THE DAILY and WEEKLY HERALD has more than double the circulation of any other paper published in Southern California. Business men recognize it accordingly as the best advertising medium South of San Francisco.

SATURDAY, NOV. 13, 1875.

### NEWS OF THE MORNING.

Additional news from Victoria renders it almost certain that of the 275 persons on board the steamer Pacific, only two escaped with their lives.

The ship Orpheus, the vessel that collided with the Pacific, was wrecked. Her crew reached land and were saved.

The condition of the Vice-President is favorable for a permanent recovery.

In our telegraphic columns will be found the statement of the Captain of the Orpheus whose ship collided with the Pacific.

Yesterday J. J. Grinnell, Chief Clerk of the Patent Office, was removed and Melvin B. Pratt, of New York, appointed in his place.

A Washington dispatch says sixteen clerks in the Patent Office who refused to pay the political assessments of the Republican Union Committee, of which Chandler is Secretary, have been dismissed.

The Guibord funeral is announced to take place early next week, though the day is not yet fixed.

A Galveston dispatch says no news has yet been heard of any of the passengers or crew of the steamer City of Waco. The statements of those on board other vessels which were lying in the neighborhood of the burning vessel say no boats could be launched from the Waco, owing to the rapid spread of the fire and the rough water. All agreed as to hearing voices of women in the water, and some half a dozen persons were seen clinging to floating spars in the water. The appearance of the Waco was followed by several explosions in rapid succession, probably the cans of coal oil in the deck load. The deck seemed to be instantly wrapped in flames, which finally burned low as the inflammable material was exhausted. Pilot and sail boats were searching along the West coast for survivors.

The item that BAROCK private secretary of President GRANT, and ORVILLE, the President's brother, have been indicted for complicity in whisky frauds will be interesting to people on the other side of the globe, who have been taught to believe that ours was the purest and best Government the world ever saw.

Another railroad nightmare has visited Visalia. This time it is a road down the valley to connect with the Stockton and Visalia road at Oakdale. As the object of the road is competition we don't see how it can be accomplished while the road now completed to Oakdale remains the property of the company that owns all the roads in the valley.

The Marysville Appeal makes the following pertinent remarks: "One of our communistic contemporaries, speaking of the land-holders, says: 'The only way to remedy the evil is to tax these landgrabbers until they will be glad to give up the land. This the Legislature can do if it will, and if it does not it is not worthy the name of Democratic.'"

How will this rule work if applied to other monopolies? Tax the railroads till they are willing to give up. Tax the wealthy manufacturer until he is willing to divide. Tax big printing offices till they suspend and give new adventurers a chance.

The evening Express closes a long article with the following sentence: "After all, the motive which animates mankind to seek immortality from political oppression neither differs in degree nor dignity from the motive which would urge them to seek immortality from the great, secret wrong which we see inordinate wealth has the power to inflict."

This means if it means anything that a people who will rebel against the oppressions of Government can be induced to break open the vaults of men who have money and take by force that which does not belong to them. The insinuation is a libel on the noblest instinct of humanity. Theft and patriotism are not so closely allied as the Express, which of course knows nothing of the incentives to either, would have its readers believe. A million Expresses each with a million times the ability of the communist proselyte across the way, and all doing their utmost to incite the people to deeds of rapine and plunder could not attain their purpose. We predict that the Express will fail in its efforts to get up raids on banks and rich men as it has failed in everything else.

The "Express" Makes a Mistake.

The Express of last evening says the HERALD attacked the patent of the Puente ranch for the purpose of compassing the defeat of negotiations under way in San Francisco to relieve the financial stress in Los Angeles. This is misty—it is exceedingly misty.

"Puente—attacked—patent—negotiations—financial stress—San Francisco—Los Angeles." What does it all mean? Is San Francisco negotiating a stress in Los Angeles, and is the Puente one of the arbitrators? We have no doubt there is news in this thing if we could only understand it. But we guess the Express is trying to say that the HERALD's allusions to the Puente patent are intended to injure some one. If it intends this it knows that it utters a deliberate falsehood. How our allusion to a matter which the Southern Pacific Railroad Company have already placed on record, and which belongs to a class of issues which the Express first began to discuss, can affect negotiations is a conundrum which cannot be fathomed without the aid of a diagram. A little further on in the same article the Express says of the HERALD: "The same paper has made it its special business to select the property of parties with whom it is unfriendly for its venomous defamation." The communist organ is making the mistake of measuring the HERALD by its own standard. We remember that a few months ago it was "unfriendly" with

Mr. BEAUDRY, and though that gentleman stands among the first citizens of this city it attacked himself and his property, and actually manufactured or otherwise produced statements from other parties to prove that he had acquired some of his lands by the most fraudulent means. The whole community is aware that the Express does the very sort of thing it so falsely accuses the HERALD of doing.

### A Communist Journal.

If we remember correctly, the columns of the Evening Express of this city contained, a few weeks ago, an article eulogistic of the business tact, management and financial ability of the noted banking and mining firm of FLOOD & O'BRIEN of San Francisco. The article was characteristic of its source and was therefore fulsome and nauseating to a degree that must have caused a smile to flit over the faces of its subjects did they ever chance to read it. Remembering this effusion we were amused and astonished on glancing at a later production which served as a leader in Thursday evening's issue of the Express, in which Messrs. FLOOD & O'BRIEN are pointed out by name as money tyrants and oppressors, to suppress whom the Legislature and mob violence were invoked. The article is an embodiment of the strongest kind of Communist doctrine. If the power of the Express could be made proportionate with its egotism, we should soon have an equal division of property, and the man who has devoted the best years of his life to the accumulation of a competency would be called upon to share his means with the spendthrift, the profligate and the loafer. You men who have been guilty of the unpardonable crime of acquiring property, read this threat from the Communist luminary:

In times of famine, the law may be properly invoked to forbid the exportation and to compel the fair distribution of food. If the hoarding and locking up of money can be carried to an extent that produces a wide stretch of ruin and universal suffering, the same principle can be justly invoked and the laws fashioned to prevent individuals from exercising a power so prejudicial and destructive.

FLOOD & O'BRIEN, who seem to be the parties at whom the great leveler is aiming its shafts, come in for the following:

It is generally said and universally believed that the noted mining and banking firm of Flood & O'Brien have no less than thirteen millions of money which they have withdrawn from circulation. If this report is true, and we are inclined to credit it, these men possess a power which is so colossal and so wide-reaching in its character that their conduct becomes the proper subject of general warning, when it is used to cripple and oppress the affairs of an entire people, becomes a misfortune so far-reaching in its effects as to justify the discussion of a new principle, and a new way of doing things, to seriously determine how far the individual right of possession shall be permitted to interfere with the general wealth of the community.

And then they are notified of what may be their fate unless they consent to disperse their money to whomsoever may demand it, in the following threatening manner:

Inordinate wealth in the hands of a few individuals can be made an engine of great oppression. As the great mass of society as a whole is organized not for the benefit of a few men but for the whole, the question arises as to how the great mass of society can be made to suffer so that the few who may carry out their personal and oppressive designs. As the great mass of society are those who would have to determine this question when forced to a definite issue, it is easy to see in what way they would decide it. The few would have to go to the wall.

We have before alluded to the cloven foot which so frequently presented itself under the present management of the Express, but the article from which we make the above extracts is the strongest evidence that there is a large-sized donkey beneath the spacious lion's skin that has yet presented itself. DANTON and ROBESPIERRE, in their wildest strides at leveling, never expressed sentiments so destructive to society as are embodied in the editorial in question. If the people of the United States have to inquire into the amount of money the citizens possess, and limit industry and enterprise to the gauge fixed by this communist organ, we have arrived at a pretty pass indeed. What have FLOOD & O'BRIEN and MACKAY & FAIR done that the next Legislature and mob violence must be invoked to curtail their progress? What have MILTON S. LATAM and the London and San Francisco Bank done that they must give an account of the motives that impelled them to retain a sufficient sum in their vaults to meet the recent run, and thus protect themselves, their depositors, creditors and correspondents against loss? Does the Express wish its readers to understand that its onslaught is made against FLOOD & O'BRIEN because they have refused to loan money on unsatisfactory security?

### For Los Angeles.

CALIFORNIA, Nov. 10.—The following passengers for Los Angeles left on the Telegraph Stage Line to-day: W. J. Welch, A. S. Wood, W. Ueberger, A. B. Weber and Mr. Nadeau.

### Santa Monica Items.

[From the Outlook Nov. 10th.]

During the past few days several vessels loaded with lumber arrived at Santa Monica. Both the yards have a full supply of all kinds.

Since our last issue work has commenced on six new buildings. Besides these considerable has been done in the way of making additions and finishing houses already constructed.

The carpenters are making an incline for the wharf, which is to be used in the shipment of stock. We are informed that 12,000 head of sheep will be shipped in a few days to San Francisco.

Chas. S. Johnson has purchased a gas machine for his club house in Santa Monica. Mr. J. is now having the finishing touches put upon his little castle by the sea. It will be open to the public in a short time.

Only a week has elapsed since the rain, yet the grass is at least an inch high, and the brown, naked appearance of the hills and plains is rapidly giving place to a solid verdure. Nature, in this locality, only needs the slightest aid when she begins her magical work.

### THE PACIFIC DISASTER.

The vessel that sunk the Pacific also was wrecked.

PORT TOWNSEND, Nov. 12th.—The revenue cutter Oliver Wolcott returned at 9 A. M. with Capt. M. O. Harlow, the quartermaster, but no other survivors were found, nor were there found traces of any. The cutter had been blowing since the night of the wreck. The coast South of Cape Flattery was searched for the missing ship, also Barclay Island, thirty-five miles to the North of Vancouver Island. At Copper Island they found Capt. Sawyer, with his crew, of the ship Orpheus, which was the ship that collided with the Pacific. After the collision the ship lay hove to until Friday morning, repairing, after which she made for the land. Mistaking the light on Cape Beale for Toootosh, she ran ashore at 5 o'clock Saturday morning. The ship was a total loss.

Sanchez has been kept up with every inch of the extremely bad weather, and there is but little hope of any more of the Pacific's crew or passengers being saved.

SAN FRANCISCO, November 12th.—The ship Orpheus, the vessel supposed to have collided with the steamer Pacific, is a total wreck on Copper Island, Barclay sound. Nothing saved. More particulars to follow.

The Star, of this city, last evening published an extra containing the following:

SAN FRANCISCO, November 12th.—We have another chapter in the thrilling history of the loss of the steamer Pacific.

While the Wolcott was on its mission of search, and while making an examination of all the inlets and embayments for nearly twenty-five miles South of Cape Flattery, it came across Captain Sawyer (and wife) and a crew of twenty men, of the ship Orpheus, encamped on the beach on one of the small sounds on Vancouver Island.

Captain Sawyer states that his ship was struck about the fore chain, and that, as quick as it takes to say it, the entire starboard gear was carried away.

His ship lay, he says, until about 3 o'clock Friday afternoon, during which time the crew was engaged in making repairs. Finding his ship in a bad condition, he deemed it necessary to run in for land; but, mistaking the light at Cape Beale for Toootosh light, he ran in to shore. This was about five o'clock Saturday morning.

His ship, he says, will prove a total loss. The Captain and his wife and all the crew, except the Mate of the Orpheus, was carried to Port Townsend.

The Wolcott reports a succession of storms, taking the weather altogether, since the disaster.

There is now no hope of picking up any more of the passengers or crew of the Pacific, but it is hoped that some of them may have been picked up and carried into more distant ports.

The Wolcott returned to Port Townsend at a quarter to ten o'clock this morning, and reports that they found no survivors but O'Haley, whose brief statement I sent you last night. The body of Robert Jones, an unlicensed steerman, was found and buried. The Wolcott has prosecuted a most thorough search in the face of almost Spitzbergen weather.

The statement of Captain Sawyer will be looked for with unabated anxiety. The firm of Goodall, Nelson & Perkins, have spared no pains or expense in the search for survivors, and for the vessel which took part in the collision, for Capt. Nelson has stuck to it that the disaster was the result of a collision. Why the collision should have taken place is a mystery.

Captain Sawyer's statement will either clear up this mystery or make it more painfully obscure.

The HERALD's special dispatches of last night give the following additional particulars:

PORT TOWNSEND, November 12th.—The steamer Gussie Talbot arrived at Neah Bay on Tuesday morning and joined the revenue cutter Oliver Wolcott in the search. She picked up three bodies, one a woman, who was recognized as Mrs. Wm. Lawson, and two men, one of whom was a Mr. Vining, of Puayallup, and the other is supposed to be a fireman. The Wolcott picked up two trunks. One of them, from the contents, was found to belong to Mrs. Lawson, as it was filled with women's and children's clothing. On the outside of it was a leather tag marked Mrs. W. Lawson, San Francisco. The other trunk belonged to the horse tamen Rockwell & Hurlbut, who are known to have taken passage in the unfortunate vessel. All day on Tuesday a terrific storm raged, and it was impossible to go outside of the Cape, so all the labor of the two steamers was devoted to searching the shore of Vancouver Island as far North as Barclay Sound, thirty-five miles from Cape Flattery. About the same time the steamer Telstar started on her search to the Southward. During the passage along the Vancouver shore all the Indians seen were communicated with, but further than the fact that some light timbers, deck buckets and boxes had been found by them, nothing was ascertained. Stemming up Barclay Sound the first Indian village was hailed and a canoe came off containing a white man, who came aboard and introduced himself as the first mate of the ship Orpheus. He stated that she had been run into the Thursday night previous and was wrecked on the following Saturday morning on the island near by—Copper Island. The captain and crew had got ashore safely and were encamped further up. Proceeding in the direction indicated another canoe approached, in which was Captain Sawyer, of the ship Orpheus. He gave the following account of the recent disaster: On Thursday evening he was approaching the Cape and with his reckoning about 20 miles off with a fresh South-east breeze, steering about Northwest before the wind. His man at the wheel first saw the steamer's head-light off the port bow, and immediately after straight ahead. He could see neither of her side lights, and could not make out which direction she was coming. He put his helm a-starboard and turned his ship's head off shore. The light came nearer and he continued to starboard his helm until his vessel had turned around, his sails flung aback and his ship lay to. The steamer by this time had got very near him and blew her whistle and in less than half a minute after her bow struck his ship a glancing blow just abaft the fore chains, crushing in the rail and breaking his plank down to near the copper. She surged along

side, striking and grating along his starboard side, carrying away all his starboard braces and rigging on that side and about his foremast and top gallantmast. Capt. Sawyer states that he hailed the steamer as she surged past and called to them to lay by him and send him a boat, as he then supposed his ship to be in a sinking condition, but no one answered his hail. Neither did he see any boat on her deck. She drifted or steamed away, he was not certain which, and he afterwards saw a flash of light, which he took for a signal. He thought they had heard his hail and would lay by him. He saw no more and his ship at that time demanded all his attention. He lay to the remainder of that night and nearly all day Friday repairing his rigging, and that afternoon got under way again and made sail for the land. Soon after dark he made a light, which he took for Cape Flattery, not knowing that there was a light on the coast farther North. He allowed five miles clearance for Duncan Rock and considered himself safe for entering the Straits of Fuca, when about five o'clock Saturday morning his ship scraped over a reef, and immediately after struck her bow on a rock and stuck fast and filled. The light he mistook for Flattery was Cape Beale, the entrance of Barclay Sound, 35 miles North of the former. How the ship escaped the dangers passed before she struck is a mystery to all who have examined the Admiralty Chart of Barclay Sound. The ship will prove a total loss. Capt. Sawyer got all the valuables he could out of her and encamped with his wife and child and crew in tents made of her sails. He had hired a canoe from the Indians and started his mate to Victoria for help, but the weather was so bad that the Indians would not venture out on the voyage, so they were found when the Wolcott arrived on Friday morning nothing was heard of or seen in Barclay Sound of anything pertaining to the unfortunate Pacific. So ends the sad story of the loss of a steamer, with only two lives saved and four bodies recovered, and a fine ship wrecked, forming in the combination one of the most melancholy catastrophes ever occurring on this part of the Pacific coast. Too much praise cannot be given to Capt. Harlow and the other officers and crew of the revenue cutter Wolcott for the energy and activity shown on this occasion, and also to Peter Thompson, pilot, who volunteered his services, as he was well acquainted with the shores of Vancouver Island and the surroundings of the Straits of Fuca, and also to Mr. Huntington, the Indian Agent at Neah Bay reservation, and in fact all with whom we came in contact. Capt. Harlow and the pilot, Peter Thompson, went to the wreck of the Orpheus and examined it carefully. They found that the ship was undoubtedly struck by the steamer just abaft the forward rigging.

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